

BookletChart™

Fall River Harbor

NOAA Chart 13227

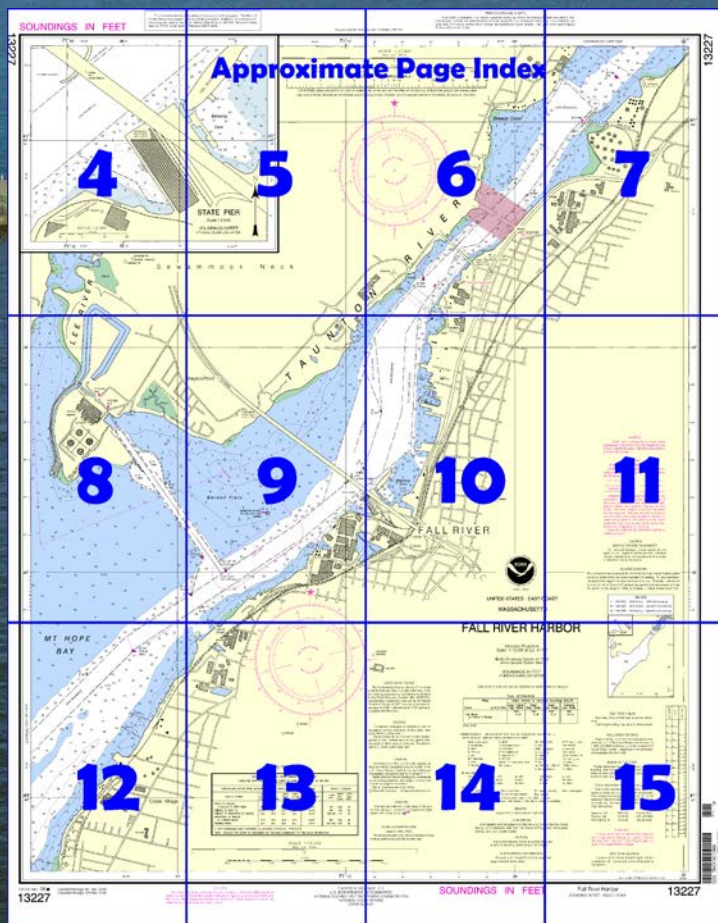


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

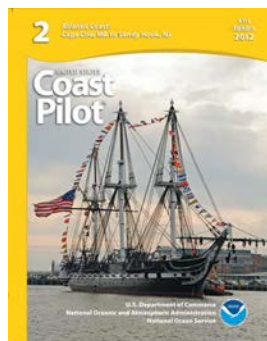
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13227>.



(Selected Excerpts from Coast Pilot)

Mount Hope Bay, in the northeastern part of Narragansett Bay, is the approach to the city of Fall River and **Taunton River**. There are two approaches to the bay. The approach from the Sakonnet River is little used. The approach from East Passage is well marked, and with care 34 feet can be carried in the channel into the bay. **Fall River**, on the eastern shore of the mouth of Taunton River and head of Mount Hope Bay, is an important

manufacturing center as well as distribution point of petroleum products. Principal products handled through the port are petroleum products, latex, shellac, cotton, and some lumber.

Somerset, about 5.3 miles, and **Dighton**, about 7.5 miles above the Fall River, are towns on the west side of Taunton River. **Taunton** is at the head of navigation about 12.5 miles above Fall River.

Mount Hope Bridge crosses the entrance to Mount Hope Bay between **Bristol Point** and Rhode Island. The bridge has two lighted towers which are visible for many miles in clear weather and a racon. It is a high-level suspension highway bridge with a clearance of 135 feet.

Mount Hope is a prominent hill on the western side of the bay 2 miles northeastward of the suspension bridge. **Spar Island** is a small, low island near the center of Mount Hope Bay.

Borden Flats, the shoal area northward of the channel in Fall River Harbor, is marked by a light equipped with a sound signal.

Three shallow streams that empty into the northern part of Mount Hope Bay are entered only by local small craft. **Kickamuit River**, the westerly one, has a narrow buoyed entrance through which the currents have considerable velocity. The buoyed channel has a depth of about 6 feet. **Cole River**, the middle of the three, is buoyed on the east side of the entrance. **South Swansea**, on the west shore of **Gardners Neck**, has a boatyard with a 25-ton mobile hoist and a marine railway that can handle craft up to 50 feet for hull, engine, and electronic repairs or storage. Berths, electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. In 1981, a reported depth of 6 feet could be carried to the boatyard. A ramp is on the western side of the bay, approximately 0.7 mile south of the entrance to Kickamuit River.

A highway bridge, about 1.5 miles above the entrance, has a 41-foot fixed span with a clearance of 7 feet. **Lee River**, the easterly stream, is navigable to a fixed bridge about 1.2 miles above the entrance. A shoal in midchannel just north of the narrow opening through the fill, 0.8 mile above **Brayton Point**, has a depth of 1 foot.

Channels.—A Federal project provides for a channel 35 feet deep through Mount Hope Bay to about 0.9 mile above the Brightman Street Bridge across Taunton River at Fall River. (See Notice to Mariners and latest editions of the charts for controlling depths.)

A dredged side channel, about 0.2 mile north of **Common Fence Point** (41°39.3'N., 71°13.3'W.) at the north end of Rhode Island, leads eastward from the main channel into North and South Branch channels. In 2004, the side channel had a reported controlling depth of 33.1 feet, with 20.7 feet available in the North Branch channel, along the North Tiverton waterfront, 23.7 feet available in the South Branch channel.

A privately dredged side channel, about 3.3 miles northeastward of Common Fence Point and marked by buoys and a **326°** private lighted range, leads northwestward from the main channel to a powerplant wharf on the east side of Brayton Point. In 1998, the channel had a reported controlling depth of 34 feet, except for shoaling to 33 feet in the entrance widening and 24 feet along the west edge of the widening.

A dredged channel in Taunton River leads from Somerset to **Peters Point**, 6.7 miles above the Brightman Street Bridge, thence to Taunton, 12.5 miles above Fall River. In 2001, the channel had a controlling depth of 6.4 feet to Peters Point, thence 4 feet was reported to be available to Taunton. Local knowledge is required from Dighton to Taunton. Buoys mark the channel to about a mile beyond the Berkley Bridge, about 3.5 miles below Taunton.

Anchorage.—Fall River Harbor has no designated anchorages. Vessels may anchor on either side of the dredged approach channel in the outer harbor or at any locality in Mount Hope Bay where depth and bottom are suitable; the chart is the best guide.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander

1st CG District

Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



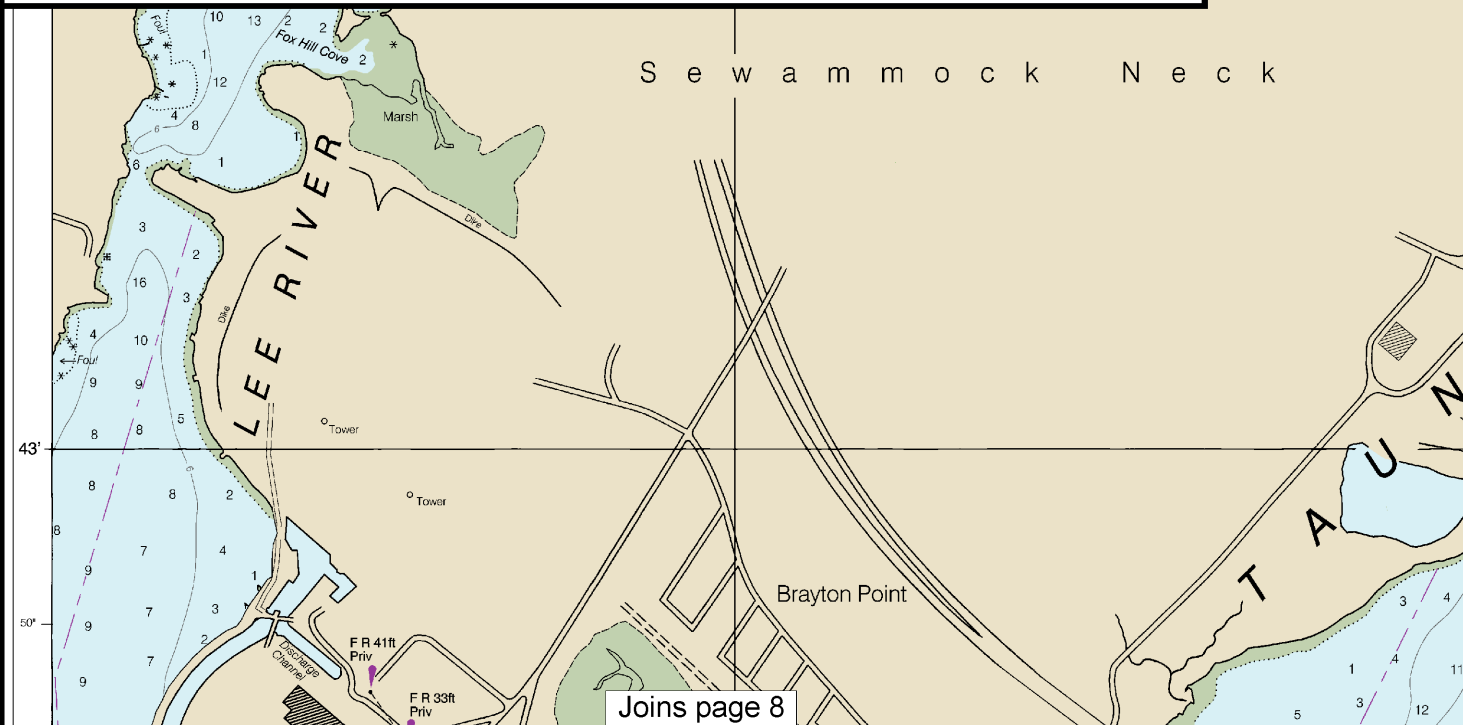
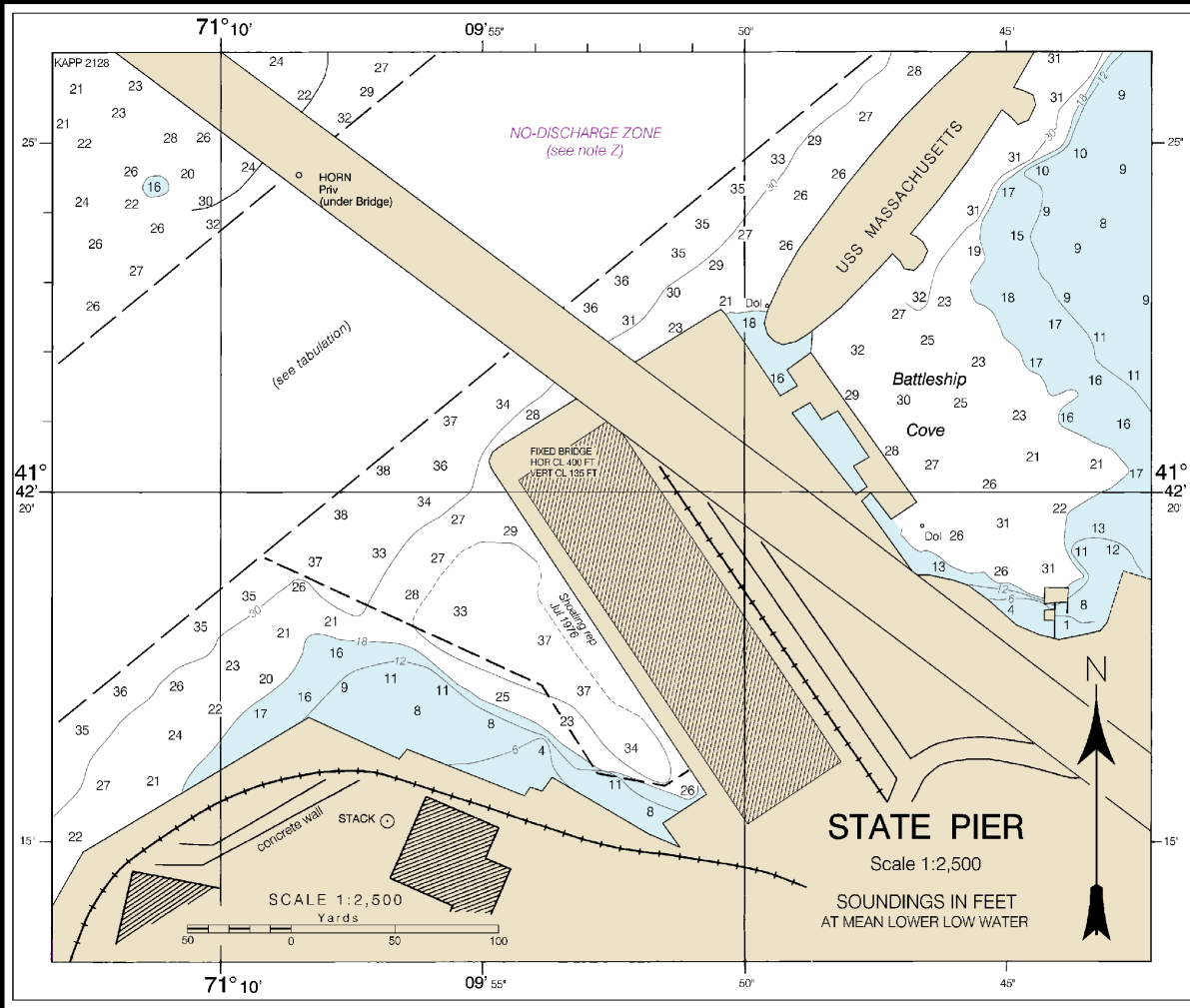
For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

13227



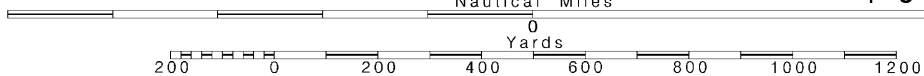
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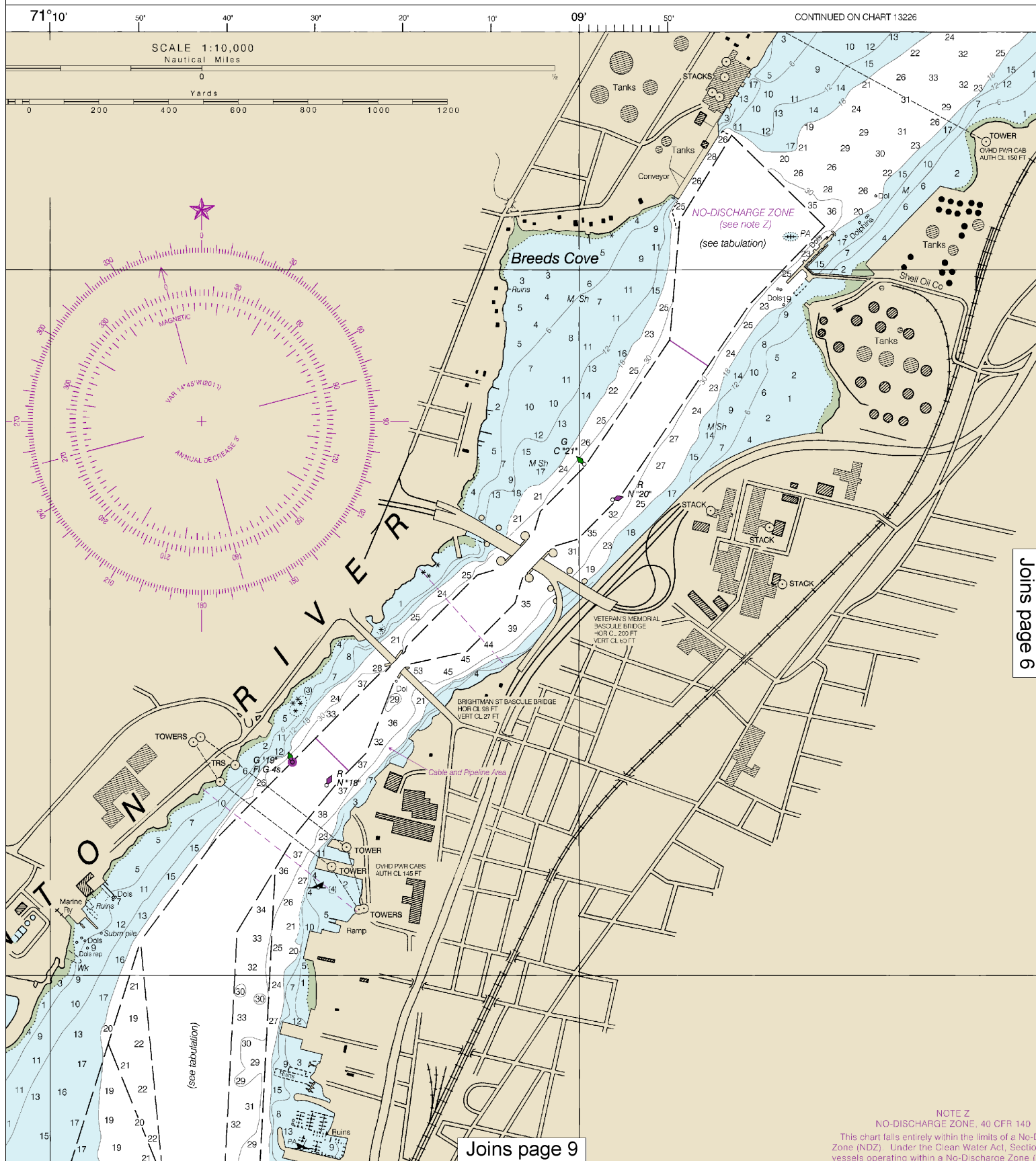
Note: Chart grid lines are aligned with true north.

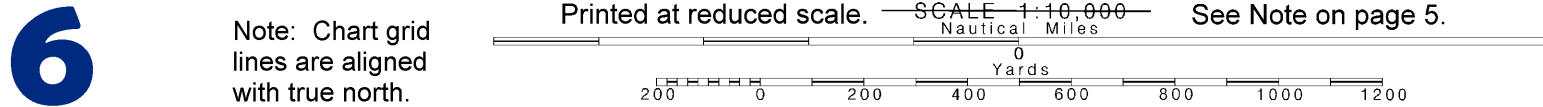
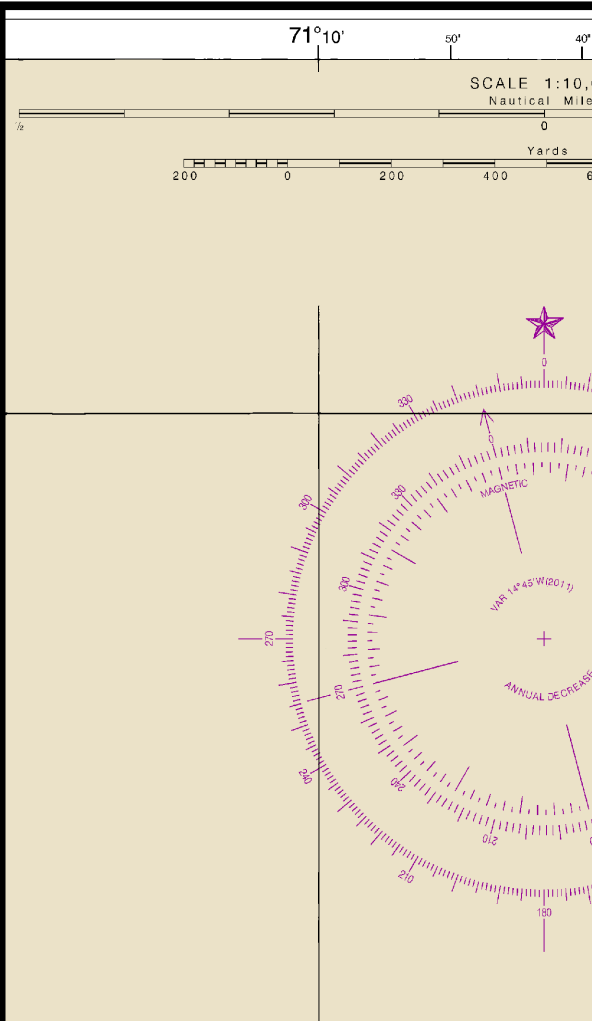
Printed at reduced scale.

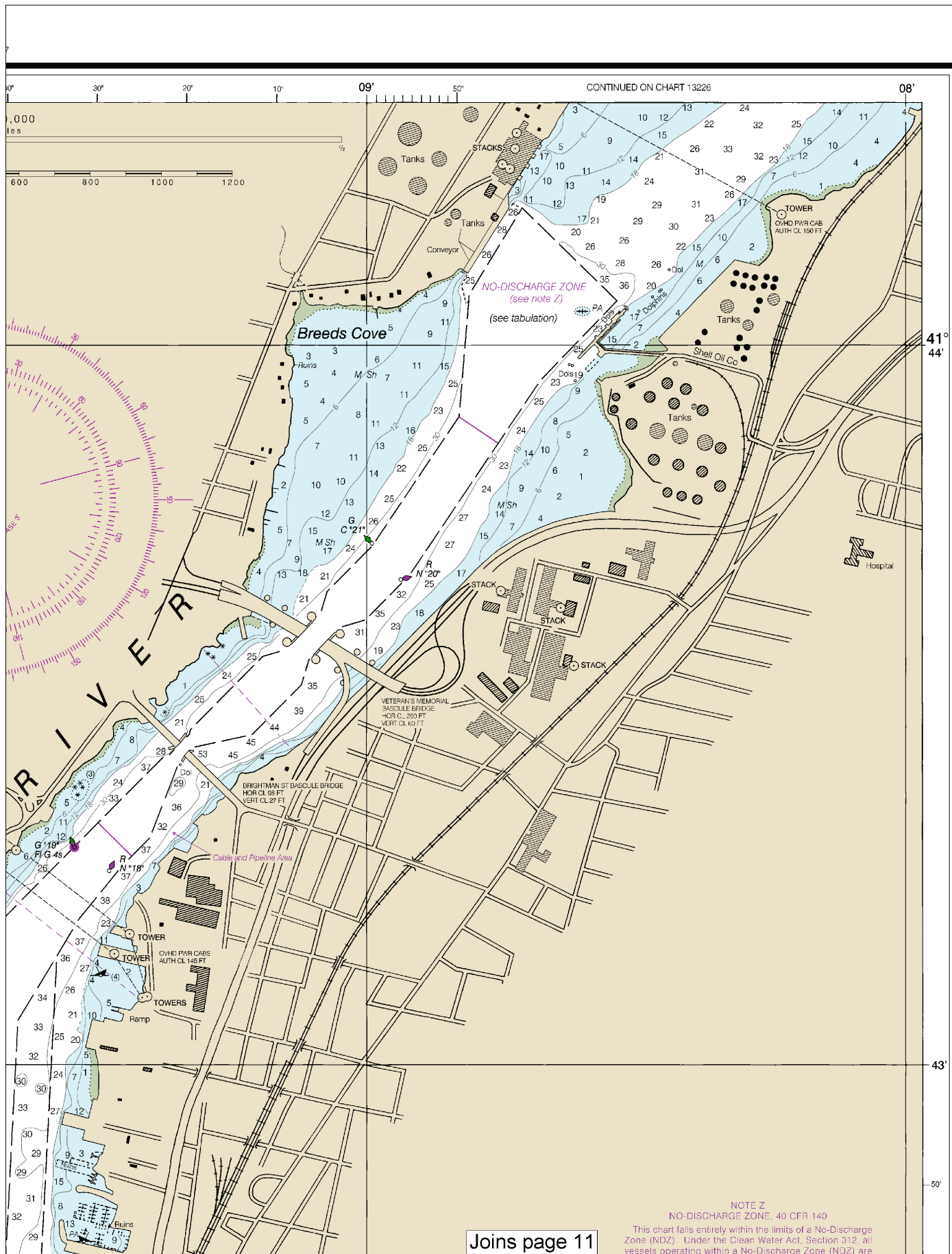
SCALE 1:10,000

See Note on page 5.









Joins page 11

13227

This nautical chart depicts the Borden Flats area, bounded by the Lee River to the north and Mt Hope Bay to the south. Key features include:

- Geographical Features:** Lee River, Mt Hope Bay, Borden Flats, and the Charles M. Braga Jr. Fixed Bridge.
- Infrastructure:** Brayton Point, including stacks, tanks, and a discharge channel. A cable area is also marked.
- Navigational Hazards:** Numerous depth soundings (e.g., 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805,

Joins page 12

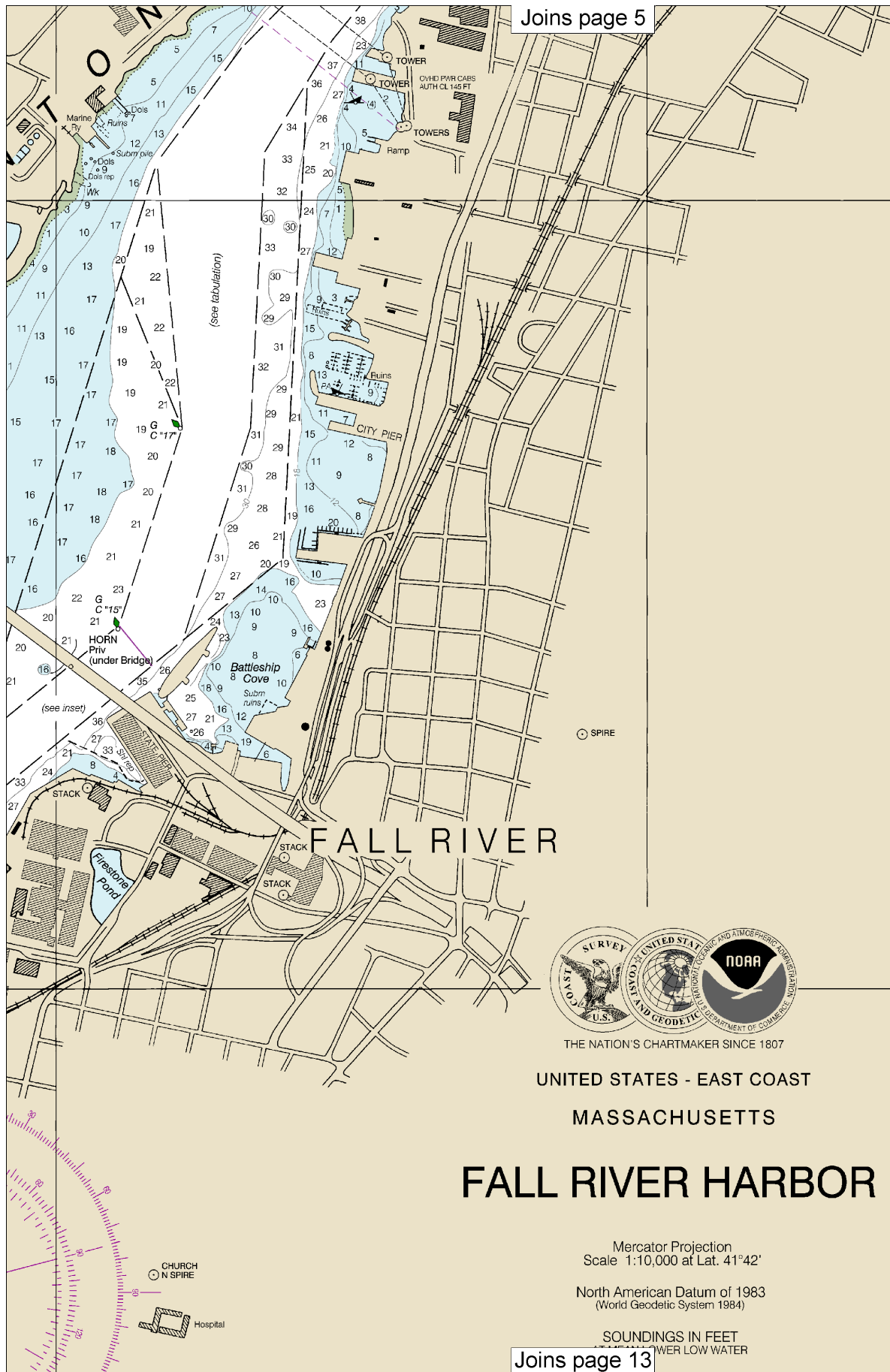
See Note on page 5.

CALL 1-800-
Nautical Miles

0
Yards

Note: Chart grid lines are aligned with true north.

8



NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 311, vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage or untreated, into the waters. All vessels with an engine, anchored, or docked within a NDZ must have a marine sanitation device (MSD) that are navigating, disabled to prevent the overboard discharge of (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Guard's Additional information concerning the regulatory requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/oceans/regulatory/vessel_sewage/.

For Symbols and Abbreviations see Chart No. 1

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the limits of this chart. Not all submarine pipelines and submarine cables are required to be buried. Those that were originally buried may become exposed. Mariners should use caution when operating vessels in the harbor. Water comparable to their draft in areas where pipelines and cables may exist, anchoring, dragging, or trawling. Covered wells may be marked by lighted or unlighted buoys.

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the approach horizontal clearance.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent survey information that has been evaluated for charting. Surveys are indicated in this diagram by date and type of survey. Changes by the U.S. Army Corps of Engineers are periodically resurveyed but not shown on this diagram. Refer to Chapter 1, United States



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

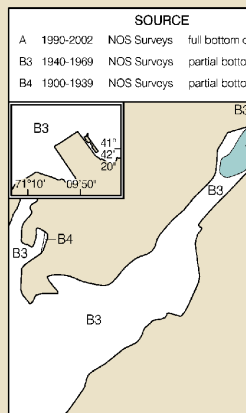
FALL RIVER HARBOR

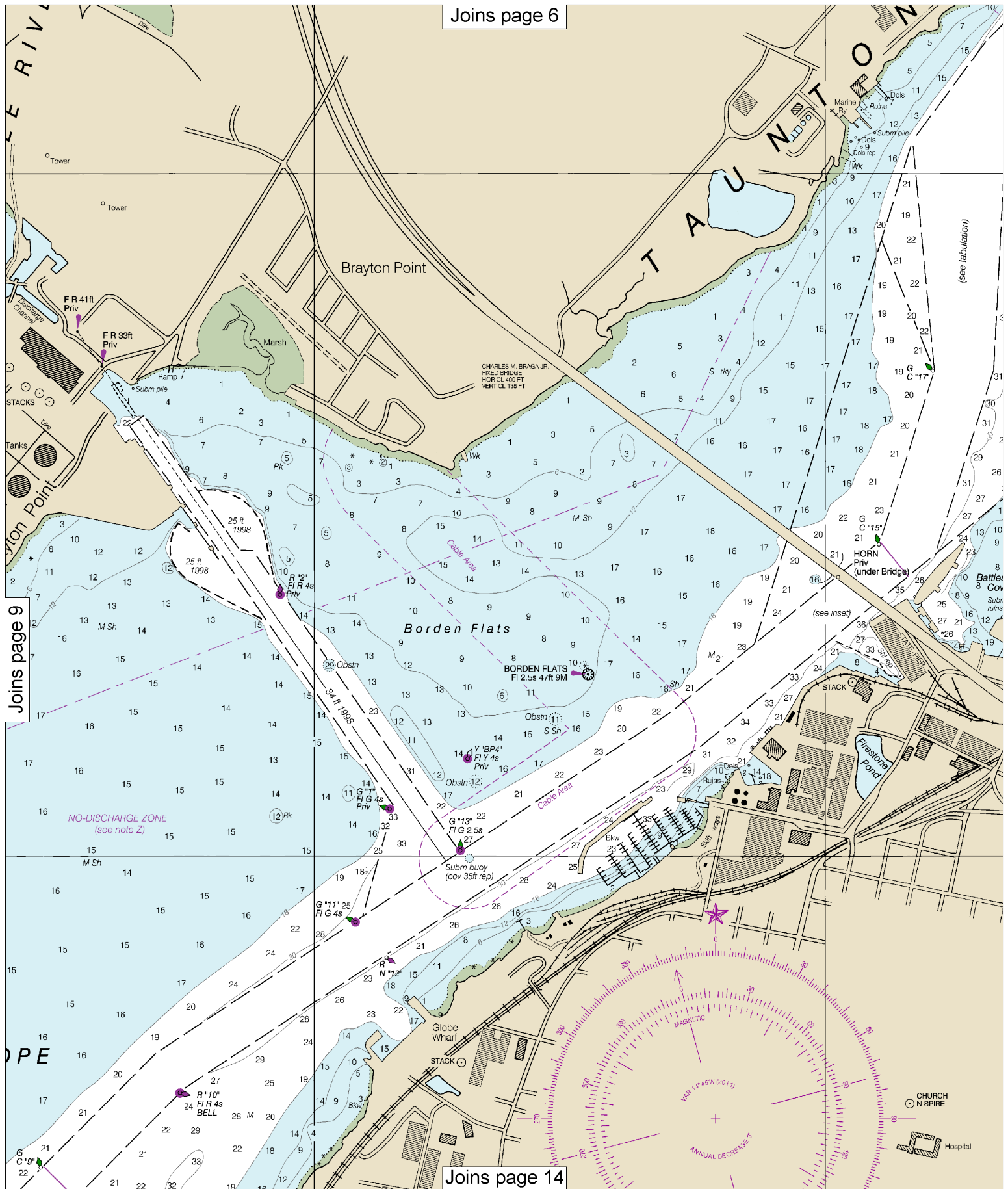
Mercator Projection
Scale 1:10,000 at Lat. 41°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
MEAN LOW WATER

Joins page 13





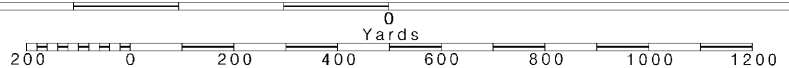
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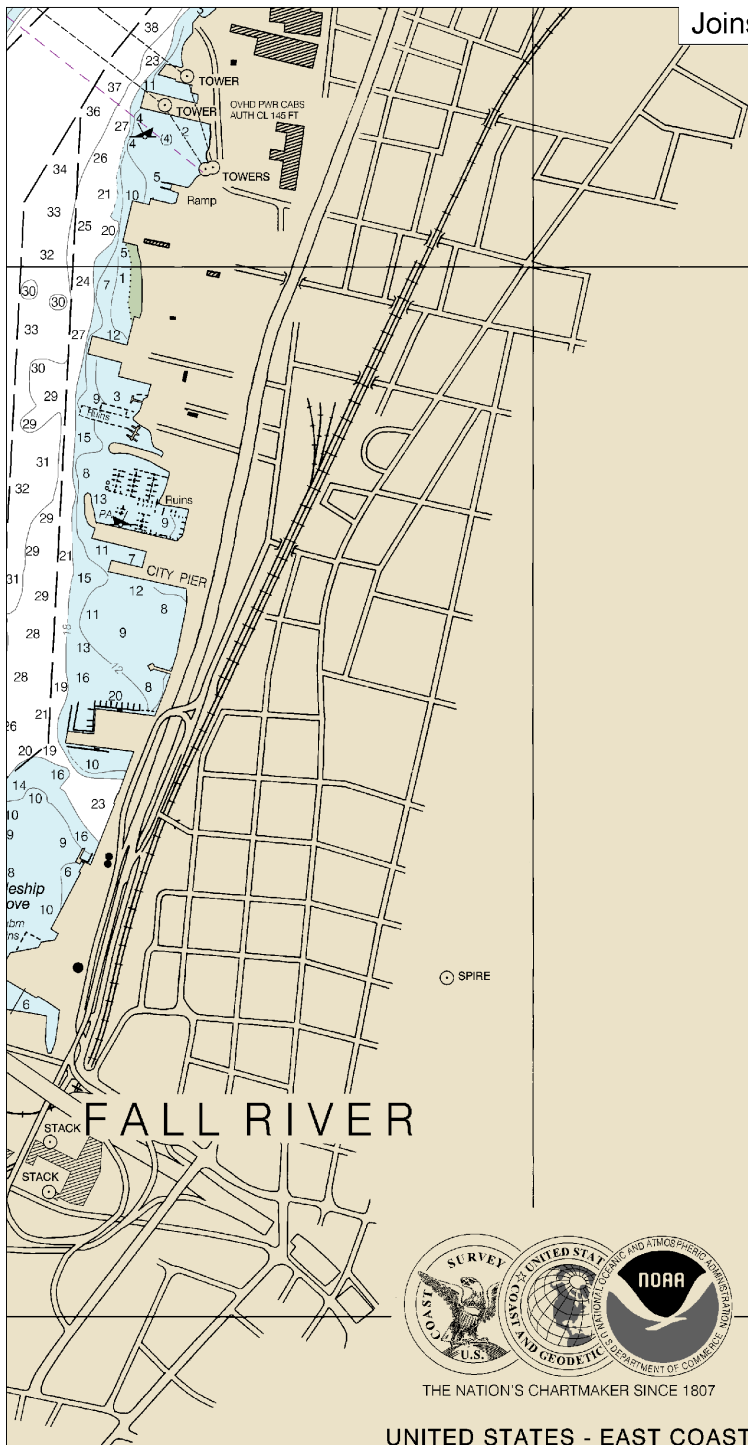
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.





NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

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For Symbols and Abbreviations see Chart No. 1

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SUBMARINE PIPELINES AND CABLES

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CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).



UNITED STATES - EAST COAST

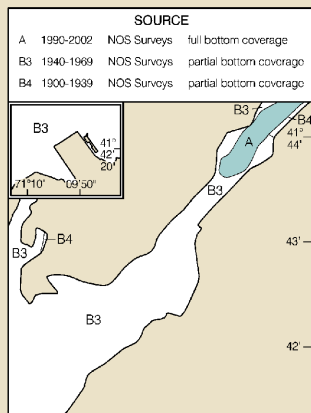
MASSACHUSETTS

FALL RIVER HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 41°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MASSACHUSETTS

FALL RIVER HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 41°42'North American Datum of 1983
(World Geodetic System 1984)SOUNDINGS IN FEET
AT MEAN LOWER LOW WATERAdditional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.362" northward and 1.775" eastward to agree with this chart.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.


CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

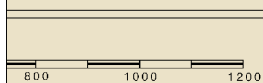
Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

PROJECT DIMENSIONS

TH	LENGTH (NAUT. MILES)	DEPTH (MLLW) (FEET)
0	2.75	35
0	1.53	35
300	0.97	35
33	0.77	35
120	0.27	35



71° 10' 50' 40' 30' 20' 10' 09' 50'

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

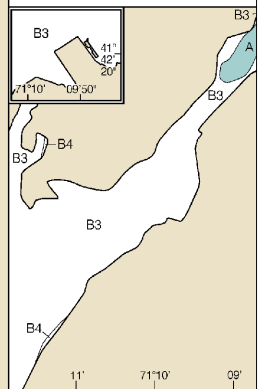
Fall River Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

SOURCE DIAGRAM


The outlined areas represent the limits of the most recent survey information that has been evaluated for charting. Sun banded in this diagram by date and type of survey. Channeled by the U.S. Army Corps of Engineers are periodically resurveyed and shown on this diagram. Refer to Chapter 1, United States

SOURCE

A	1990-2002	NOS Surveys	full bottom
B3	1940-1969	NOS Surveys	partial bottom
B4	1900-1939	NOS Surveys	partial bottom



FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus:  Submerged piling may exist in these areas.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 155).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Hyannis, MA	KEC-73	162.550 MHz
Boston, MA	KHB-35	162.475 MHz
Providence, RI	WXJ-39	162.400 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

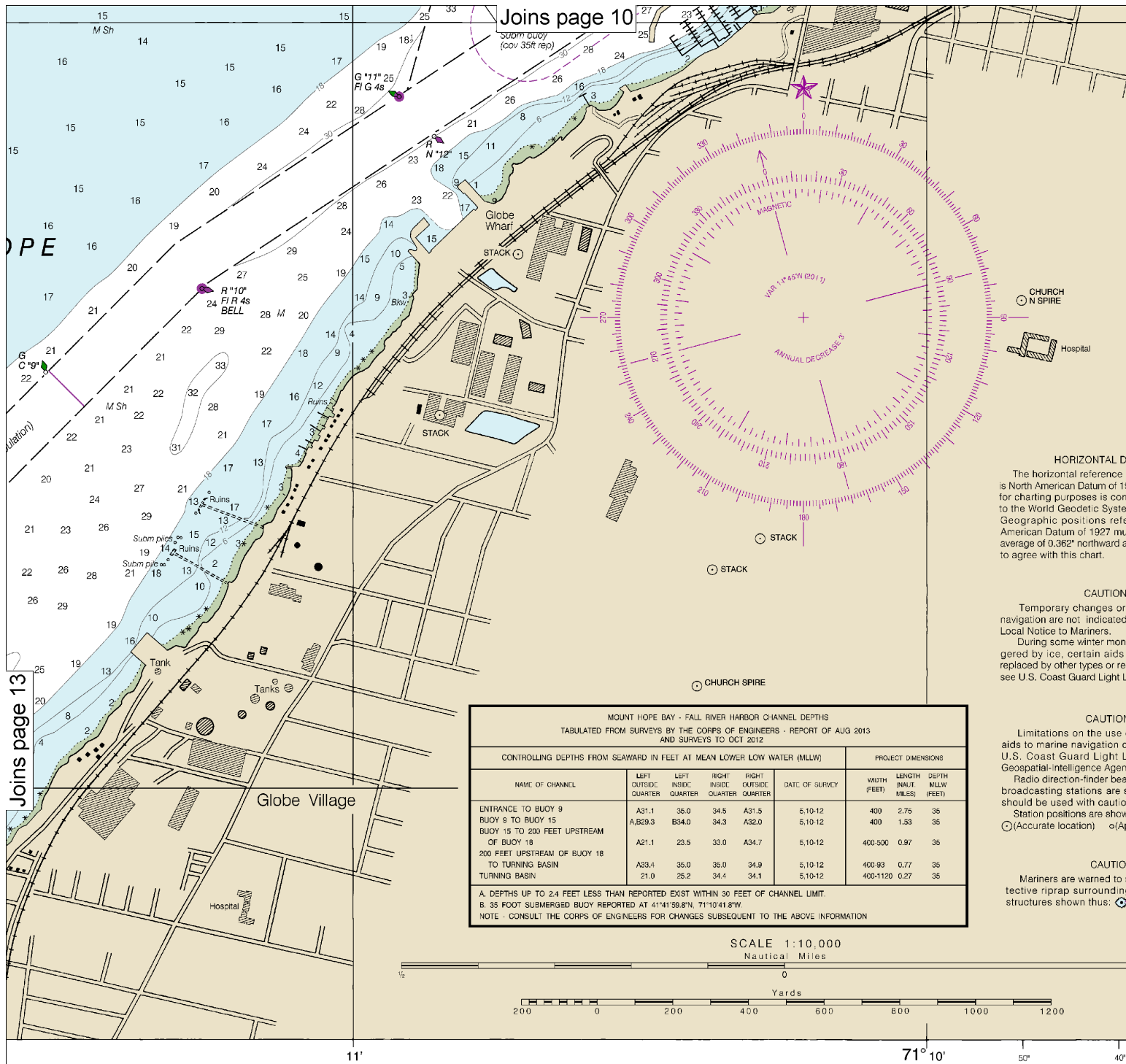
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.



CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Published at Washington, D.C.
 U.S. DEPARTMENT OF COMMERCE
 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

4/29/2015. Cleared through:
7/2016), NM: 2116 (5/21/2016), CHS: 0416 (4/29/2016)



UNITED STATES - EAST COAST
MASSACHUSETTS

FALL RIVER HARBOR

Mercator Projection
Scale 1:10,000 at Lat. 41°42'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

NAME	PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
		Mean Higher High Water feet	Mean High Water feet	Mean Low Water feet
Fall River	(41°44'N/71°8'W)	4.9	4.6	0.2

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(Jun 2011)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
D/A diaphane	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Slds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Oy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

CAUTION

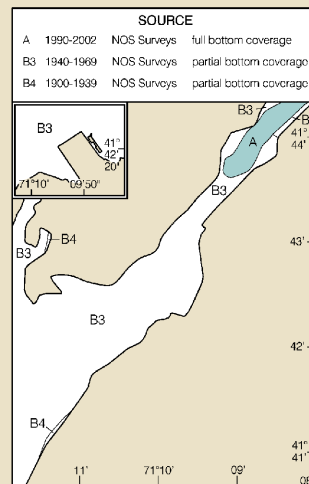
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 2 for important supplemental information.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).



FISH TRAP AREAS

Boundary lines of fish trap areas are shown thus: Submerged piling may exist in these areas.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Hyannis, MA	KEC-73	162.550 MHz
Boston, MA	KHB-35	162.475 MHz
Providence, RI	WXJ-39	162.400 MHz

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

FATHOMS	FEET	METERS
1	6	1
2	12	2
3	18	3
4	24	4
5	30	5
6	36	6
7	42	7
8	48	8
9	54	9
10	60	10
11	66	11
12	72	12
13	78	13
14	84	14
15	90	15
16	96	16
17	102	17

678.5 X 541.0 mm

SOUNDINGS IN FEET

Fall River Harbor
SOUNDINGS IN FEET - SCALE 1:10,000

13227



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.